PUZZLES READY FOR GREEN CAR PATRONS

Here's New Transfer System, So They Can Study Kinks Before August 1.

EASY FOR CHESS EXPERTS

Receiver Hedges Follows Out Terms of Order on Extra Charge of 2 Cents.

A marvelous mixture of free and two cent street car transfers will be served te the public on August 1 when the Public Service Commissioner's order takes effect. It seems at first glance to have been prepared for expert chess players, inventors of puzzles and new bridge problems, promoters of lightning memory systems, and others with a fondness for acute intellectual exercise. As there are rumored to be few such prodigies among the conductors in the employ of the New York Railways Company it looks as if the men and women who will be supposed to keep the facts in their heads may be almost as bewildered as

There can be no kick against Job Hedges, the company's receiver, for in four large printed pages of a notice ad-

four large printed pages of a notice addressed to the public he has told the
worst. For instance:
"Northbound Madison avenue cars will
transfer to westbound Twenty-third
street crosstown cars in the case of those
passengers only have boarded Madison
avenue cars between Fourteen street and
Twenty-third street. Eastbound Twenty-third street crosstown cars will transfer to southbound Madison avenue cars
in the case of those passengers only
who have boarded the Twenty-third
street crosstown cars between Broadway

street crosstown cars between Broadway and Fourth svenue." So if a traveler boards a Mudison avenue car at Thirteenth street with the innue car at Thirteenth street with the in-tention of changing cars at Twenty-third street and going west he must pay 3 cents for a transfer, provided the con-dictor remembers. But by walking north a block and hopping the same Madison avenue car at Fourteenth street he gets his transfer for nothing, provided the conductor remembers. Similarly the traveller can save 2 cents (although he can't buy anything with it except a newspaper or a stamp) by keeping in mind Mr. Hedges's instructions and ig-noring eastbound Twenty-third street cars unless they are between Broadway and Fourth avenue.

Pussles at Thirty-fourth Street. Thirty-fourth street is a popular Madison avenue car going north or south and want to change at Thirty-fourth street and go to the Pennsylvania station, Gimbels, Macy's, Saks's, the station, Gimbels, Macy's, Saks's, the station, Gimbels, Macy's, Saks's, the Waldorf, or any other place along West Thirty-fourth street. You will have to pay 2 cents for a transfer. But if you are content to ride east instead of west you can go clear to the Thirty-fourth street ferry for the original nickel. station, Gimbels, Macy's, Saks's, the Waldorf, or any other place along West Thirty-fourth street. You will have to pay 2 cents for a transfer. But if you are content to ride east instead of west you can go clear to the Thirty-fourth street ferry for the original nickel.

Or suppose you are in Thirty-fourth street somewhere west of Broadway. Tou can transfer free if you want to go north. Or if you are going north to go north. Or if you are going north care.

to go north. Or if you are going north on Broadway you can't change to Thirty-fourth street eastbound cars without

south on Broadway, but not if you want to go north. Or if you are going north on Broadway you can't change to Thirty-fourth street eastbound cars without paying 2 cents, but you can transfer westward in Thirty-fourth street without the extra charge, provided you caught your Broadway car not further south than Twenty-third street.

The programme is full of such oddities. Mr. Hedges is not to blame, for he is merely repeating an order of the Public Service Commission, which in turn is hedged about by the requirements of old railway franchises which prevent unqualified application of the 2 cent transfer.

Changes Given in Detail.

This is Mr. Hedges notice, condensed

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and will be good for the same number of rides as is the case with the existing free transfer.

There are certain points in the city where a free transfer from one line to another line will still be issued to persons who make a request therefor at the time of paying cash fare and who do not purchase a 2 cent transfer ticket. Free transfers will not be issued to persons who at the time of paying a cash fare also purchase a 2 cent transfer ticket or to persons who surrender a 2 cent transfer ticket or to persons who surrender a 2 cent transfer ticket or to persons who surrender a 2 cent transfer ticket or to persons who surrender a 2 cent transfer ticket. The following are the free transfer points:

tion Avenue and 116th Street, i lines transfer both ways on Avenue and 86th Street, ison avenue cars will transfer to

orthboand cars.

addison Avenue and 83th Street.

All Madison avenue cars will transfer battallon commander.

enty who have boarded Twenty-third street croastown cars between Broadway and Pourth avenue.

14th Street and 4th Avenue.

Southbound Madison avenue cars will transfer to eastbound Fourteenth street crosstown cars in the case of those passengers only who have boarded Madison avenue cars between Twenty-third street and Fourteenth street.

Westbound Fourteenth street crosstown cars will transfer to northbound Madison avenue cars in the case of those passengers only who have boarded Fourteenth street crosstown cars west of Houston street crosstown cars west of Houston street and Avenue B.

4th Street and 6th Avenue.

Southbound Sixth and Amsterdam avenue cars will transfer to southbound Sixth avenue ferry line vars in the case of those passengers only who have boarded Sixth and Amsterdam avenue cars south of Piffy-ninth street.

Northbound Sixth avenue ferry line cars will transfer to northbound Sixth and Amsterdam avenue cars.

Sorting Street and West Broadway.

Northbound are will transfer to eastbound Spring and Delancey street crosstown cars, but contribound Sixth and Amsterdam cars will transfer to eastbound Spring and Delancey street crosstown cars, but contribound Sixth and Amsterdam cars.

Canal and Varick Streets.

From S A. M. to 5:30 P. M. southbound Slain avenue ferry line cars will transfer to eastbound Canal street crosstown cars.

Weathened Canal street crosstown cars will transfer to northbound Sixth avenue ferry line cars.

will transfer to northbound Sixth avenue ferry line cara. During the remainder of the day the point of dransfer in this particilar case will be at Mudson and Watts streets.

6th Avenue and Greenwich Avenue.
Southbound Seventh avenue cara witched back at the above point will transfer to eastbound Eighth street cross-town cara.

Westbound Eighth street crosstown cara will transfer to northbound Seventh avenue cars in the case of those passengers only who have boarded Eighth street cross-town cars west of Macdougal street.
Southbound Sixth and Amsterdam avenue, Broadway-Columbus avenue and Broadway-Amsterdam avenue cars will transfer to southbound Ninth avenue cars will transfer to northbound sixth and Amsterdam avenue, Broadway-Amsterdam avenue cars.

Broadway and 34th Street.

Eastbound Thirty-fourth street crosstown cars will transfer to southbound Broadway cars will transfer to westbound Thirty-fourth street crosstown cars in the case of those passengers only who have boarded Broadway cars only who have boarded Broadway cars between Twenty-third street and Thirty-fourth street.

28d Street and Broadway.

only who have boarded Broadway cars between Twenty-third street and Thirty-fourth street. Bed Street and Broadway cars will transfer to eastbound Twenty-third street cross-town cars in the case of those passengers only who have boarded Broadway cars between Thirty-fourth street and Twenty-third street. Westbound Twenty-third street crosstown cars will transfer to northbound Broadway cars will transfer to northbound Broadway cars will transfer to those passengers only who have boarded Twenty-third street crosstown cars between Fourth avenue and Broadway.

196th Street and Amsterdam Avenue.

Northbound and southbound Amsterdam avenue cars will transfer to eastbound listh street crosstown cars, but northbound cars will issue such transfers in the case of those passengers only who have boarded Amsterdam avenue cars west of Fifty-third street and Seventh avenue.

Westbound listh street crosstown cars will transfer to northbound and southbound Amsterdam avenue cars.

106th Street and Columbus Avenue.

Westbound listh street crosstown cars will transfer to northbound and southbound Amsterdam avenue cars.

196th Street and Columbus Avenue.
Eastbound and westbound listh street cresstown cars will transfer to southbound Broadway-Columbus avenue cars.

Northbound Broadway-Columbus avenue cars will transfer to westbound listh crosstown cars in the case of those passengers only who have boarded Broadway-Columbus avenue of the columbus avenue of the case of the cars will transfer to eastbound listh street and Seventh a us.

Northbound Broadway-Columbus avenue cars will transfer to eastbound listh street crosstown cars in the case of those passengers only who have boarded Broadway-Columbus avenue cars west of Fifty-lithird street and Seventh avenue.

West Broadway and Chambers Street.

Westbound Chambers street cars will transfer to southbound Sixth and Amsterdam avenue cars bound for Cortlandt street ferry.

West Broadway and Duane Street.

Northbound Sixth and Amsterdam avenue cars from Cortlandt street ferry will transfer to sastbound Duane street cars.

Transfer points between the Brooki

Transfer points between the Brooki and North River Ballroad Company cand the cars of the Lexington avenue. Madison avenue Broadway-Columbus avenue. Broadway-Amsterdam avenue, Sixth and Amsterdam avenue and Ninth avenue lines of this company will remain the same as at present, and the exchange of transfers between the Staten Island ferry and the Sixth and Amsterdam and Broadway-Columbus avenue cars terminating at South Ferry will remain the same as at present.

Passengers are respectfully referred

COURIER WINS CROSS.

rated for Herotsm.

Patrick Lasco, 418 East Nineteenth street, has won the Distinguished Service Lexington Avenue and 116th Street.

Both lines transfer both ways.

Madison avenue cars will transfer to northbound cars.

Eighty-sixth street cars will transfer to northbound cars.

Madison Avenue and 55th Street.

His citation, published yesterday by the Gimbel launched his cennes, Ind., after he of the pres Gimbel

All Madison avenue cars will transfer only to westbound cars.

All Eighty-sixth street cars will transfer only to eastbound Thirty-fourth street cross-town cars.

Only westbound Thirty-fourth street cross-town cars will transfer to Madison avenue cars.

Only westbound Thirty-fourth street cross-town cars.

Only westbound Thirty-fourth street cross-town cars will transfer to Madison avenue cars.

Street and 4th Avenue.

Northbound Madison avenue cars will Verthbound Madison avenue cars.

Private Oren C. Kohiwyck (deceased). cresstown cars will transfer to Nadison avenue cars.

20d Street and 4th Avenue.

Northbound Madison avenue cars will transfer to westbound Twenty-third street crosstown cars in the case of those passengers only who have boarded Madison avenue cars between Fourteenth street and Twenty-third street.

Eastbound Twenty-third street crosstown cars will transfer to southbound Madison avenue cars in the case of those passengers only who have boarded Twenty-third street crosstown cars between Broadway and Fourth avenue.

14th Street and 4th Avenue.

14th Street and 4th Avenue.

14th Street and 4th Avenue.

15th Avenue Corporal Vance Shankle (deceased), Kanapolis, N. C.; Private Harry L. Neese, Swanson, S. C.; Lieut, Avis T. Hobbs, Lebanon, Tenn.; Lieut, James M. Ellington, Oxford, N. C.; Private Louis W. Boone, Cassatt, S. C., and Corporal Ernest O. Balley, Luther, Okla.

GIMBELS PURCHASE 10 STORY BUILDING

Department Store Firm Now Owners of the Leased Home on Broadway.

ASSESSED AT \$6,630,000 WOMAN FALLS IN FAIN'

Sale Price Not Announced-Only One Larger Realty Transactions Recalled.

In the largest real estate transaction closed in many years Gimbel Brothers story department store building on Thirty-third streets, which the firm has been occupying under lease since 1910. The purchase was made from the Greeley Square Realty Company, a holding concern for the Hudson and Manhattan Railway Company, which originally bought the site occupied by the Gimbel ullding as a terminal for the Hudson tiver tubes. The property is assessed by the city at \$6.630,000, and although he selling price in the transaction yesterday was not mentioned there is good | reason to believe it exceeded that sum. Only one larger single transaction can

be recalled by those familiar with New York real estate history. That was the purchase, about eleven years ago, of the ite on which the Equitable Building stands for \$13,500,000. The nearest approach to it in recent months was the \$5,000,000 spot cash saie of the twentyone story Empire Building, at 71 Broadway, to the United States Steel Corpora-

Following so quickly the Empire Building deal and the sale of several other big office building properties, the equisition by Gimbel Brothers reflects the ntense activity prevailing in the realty market. Unlike many of the preceding transactions, however, it was not forced by the buyers' inability to rent available by the buyers inability to rent available quarters or by the fear that they might be forced out of a desirable location, for Gimbel Brothers had a 105 year lease on the property. As owners of the building, however, the firm will save somethink like \$250,000 a year, which will materially reduce the cost of operating the store.

Building Opened in 1910.

The department store building was erected by the Greeley Square Realty Company expressly for the Gimbels and opened to the public in 1910. That was after the builders of the McAdoo tube had been forced to relinquish the project of building a terminal and a huge hotel on the site by reason of the fact that their charter would not permit the company to engage in a hotel operation. The structure embraces twenty-seven acres of floor space and includes every

acres of floor space and includes every modern convenience and facility known in department store construction. It has forty-six elevators, 120 stairways, 1,000 telephones, forty-five show windows and an electric lighting system of 384,640 candle power. It occupies the whole of the Broadway frontage between Thirtysecond and Thirty-third streets and exsecond and thirty-third streets and ex-tends back 400 feet toward Seventh ave-nue. Immediately in the rear is the Hotel Pennaylvania, which occupies the remaining half of the block toward Sev-enth avenue.

There are only three other department store properties in New York city as-

store properties in New York city as-sessed at higher values than the Gimbel property. They are the Altman store on Fifth avenue, between Thirty-fourth and Thirty-fifth streets, assessed at \$13,500, 000; Lord and Taylor's on Fifth avenue, between Thirty-eighth and Thirty-ninth streets, valued by the city assessors at \$7,300,000, and R. H. Macy's, just north of Gimbel's on Broadway, between Thirty-fourth and Thirty-fifth streets. The original lease of the store property to Gimbel Brothers was negotiated by the Douglas Robinson, Charles S. Brown Company and the same concern. with William Henry in conjunction Barnum & Co., arranged the details of the transaction which was closed yes-terday. Simpson, Thatcher & Bartlett

Remarkable Business Growth.

acted as attorneys for the selling com while Rose & Paskus represented

Aside from its significance as a barom ter of real estate conditions, the sale also indicates the remarkable expansio Pennsylvania Terminal zone. affords a striking evidence of the growth Cross for extraordinary heroism near Beaumont. France, November 5, 1918. His citation, published yesterday by the War Department, states that he showed absolute disregard for personal danger the carriers resources areas awent to control to control to the control to the capital.

The venture soon outgrew Vincennes and a store was started in Illinois. In 1886 another establishment, covering an entire city block, was opened in Mil-waukee. Then the Philadelphia store was added to the chain in 1894, and sixteen years later the Gimbels found con ditions propitious for entering the field in this city. Now, as a prominent real in this city. Now, as a prominent real estate man remarked yesterday in reference to the sale, they own a site "in the very heart of the world's business cen-

Many Golfers at Springs.

Special Bespatch to THE SUN Hor Spaings, Va., July 21.-Many golf avers were on the links to-day. Mrs. rich were among those playing in the af-ternoon. Capt. and Mrs. W. M. Taibott played in the afternoon and then enter-tained at tea at the clubhouse. Others at the clubhouse included Mr. and Mrs. Chauncey M. Depew, Mrs. W. S. Hutchins, Mrs. John Hyams and Mrs. James Mr. and Mrs. Thomas Luke arrived to day at the Homestead from New York

Carlisle Sales Co., Inc., 235 West 58th St., New York. Phone Circle 4733.

DERAILED CARS TIE **UP SUBWAY 2 HOURS**

Passengers Excited by Dark ness and Jolt at Brooklyn Bridge.

Breaking of Rail Under Lex ington Av. Express Blamed for Accident.

Two care of an eight car southbound Lexington avenue subway express were secured possession yesterday of the ten derailed at 1:45 o'clock yesterday afternoon just north of the Brooklyn Bridge Broadway between Thirty-second and station, causing a tieup for about two The first two cars were in the station

when a rail broke under the rear end of

sisted.

Guards quickly opened the gates of the two cars at the front and the passengers hurried to the platform. Persons in the six other cars had to wait some time in darkness before the gates were opened, when they were conducted along the tracks to the station platform by guards with lanterns.

of 434 Sponx Park avenue, said:
"I was pulling into the station about eighteen miles an hour when I felt that something was wrong. The lights wente cut and I put on the emergency brakes. Then I looked out and saw the cars handing over." hanging over." towerman in charge of the switches at Brooklyn Bridge told Mr. Swann and Assistant District Attorney

Joyce that he could not have moved the switch after the first car had passed over it if he had wanted to, as with the train in that block the switch system became locked automatically. Frank Hedley, vice-president and general manager of the Interborough company, said that when he got there the broken part of the rail had a two

inch lap out of line.

A new strip of rail was put in, the train was uncoupled between the third and fourth cars and the front of the fourth car was backed on to the tracks. The hardest work was to get the rear

end of the third car on the rails.

In the meantime passengers began crowding the station to such an extent that the Interborough officials sent a call to the Elizabeth street police station for reserves, who arrived in charge of Capt. Burke.

Express service on the southbound tracks was suspended until 4 o'clock. Local trains were crowded with passengers who had been waiting for express trains running into the Brooklyn Bridge station.

WOULD SELL ARMY'S FOOD THROUGH MAIL

Kelly Bill Authorizes Repacking of Surplus for Parcel Post Sales.

WASHINGTON. July 21. - Disposal of the army's large stock of food supplies through the Post Office Department by means of the parcel post was proposed in a bill introduced in the House to-day the third car and threw the latter off the track, followed by the front end of the track, followed by the front end of the track, followed by the front end of the fourth car.

Lights went out in the train. The darkness and the sudden joit as the express came to a halt exicted the several hundred passengers.

Mrs. Jean Olstead, 34 years old, of 476 Eastern Parkway. Brooklyn, fainted. Dominick Collazalia, the guard, who was straddling the platforms of the two cars when they were derailed, was knocked down and suffered contusions of the knee. Both were able to go home unas-

were opened, when they were conducted along the tracks to the station platform by guards with lanterns.

Questioned by District Attorney Swann at the scene of the accident and while wrecking crews were working on the derailed cars, Albert F. Apfel, motorman, of 434 Gronz Park avenue, said:

"I was pulling into the series of the accident and while wrecking crews were working on the derailed cars, Albert F. Apfel, motorman, of 434 Gronz Park avenue, said:

"I have written a special to-day. "A few cities country," these gightern country, and the country, "A few cities country," are purchasing some, but these purchases are making only a small hole in the large supply and but comparatively few persons can take advantage of the lower prices. I believe by distributing this food through the parcel post system.

"I have written a special to-day. "A few cities country," are purchasing some, but these purchases are making only a small hole in the large supply and but comparatively few persons can take advantage of the lower prices. I believe by distributing this food through the parcel post against the food through the parcel post against the few persons can take advantage of the large supply and but comparatively few persons can take advantage of the large supply and but comparatively few persons can take advantage of the large supply and but comparatively few persons can take advantage of the large supply and but comparatively few persons can take advantage of the large supply and but comparatively few persons can take advantage of the large supply and but comparatively few persons can take advantage of the large supply and but comparatively few persons can take advantage of the large supply and but comparatively few persons can take advantage of the large supply and but comparatively few persons can take advantage of the large supply and but comparatively few persons can take advantage of the large supply and but comparatively few persons can take advantage of the large supply and but comparatively few persons can take

by providing a fine of \$5,000 and im-

prisonment for not more than two years for anyone who tries to resell the food in large quantities." The investigation of the War Depart-ments in marketing the supplies was re-sumed by the special committee on quar-

sumed by the special committee on quar-termasters' supplies to-day.

Frank Gerber, president of the Na-tional Canners Association, admitted that he obtained an agreement from the War Department to keep the supply of canned vegetables off the market until this fall.

this fall.

"My only object in this was to keep the market stable and I am certain that even if the large supplies were dumped on the market the price of living would not have been much reduced," Mr. Gerber said. "The jobbers would have gobbled up most of the supplies and then fed them out on the market slowly to protect their own stocks.

fed them out on the market slowly to protect their own stocks.

"The marketing of the supplies during the canning season also would have greatly reduced the amount of canning this year and caused a shortage with corresponding high prices next winter."

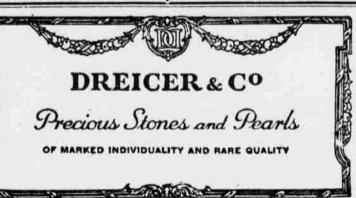
In a letter to Congress to-day Secretary Redfield claimed that the price of iving could have been somewhat re-oueed if both House and Senate com-mittees on appropriation had not refused to allow the request for \$15,000 of the Department of Commerce, which was to be used in informing people how to cook fish. He pointed out that fish is about the cheapest of foods and that intelligent cooking would insure a more general use. The Secretary asked that a special bill be considered for the appropriation.

WASHINGTON, July 21.—Exhibiting a large bundle of telegrams and letters he had received Senator Kenyon (lowa) declared to the Senate to-day that the packers had organized the "most tre-mendous propaganda ever instituted" for the purpose of defeating his bill for Federal control of the industry.

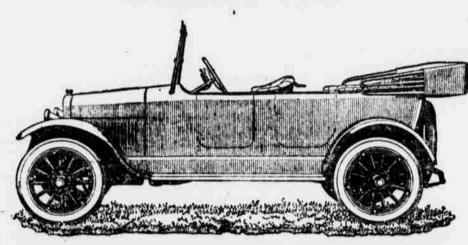
eral control of the industry.

Members of Congress were being deluged, he said, with letters in response to circulars sent out by the "League of "There is practically no way for the army food to be distributed thoroughly and equitably throughout the country."
Mr. Kelley said to-day. "A few cities are purchasing some, but these purchasing some, but these purchasing some, but these purchasing some but the second some but th to them and that this was prompting their protests.

West Point Cadets Reach Brest. Brest, July 21.—Two hundred and seventy-five members of the West Point graduating class arrived here yesterday on the United States army transport Leviathan. The cadets are to make a tour through France, returning to the United States about September 1.



A Greater Maxwell is Before You





More miles on tires

It is greater in many ways than any of the 300,000 of this very same model.

You give it a second look from the curb, for it is refined.

You sense more power, less effort from the engine, for it is equipped with Hot Spot and Ram's-horn.

You feel a delightful comfort in the seat, for it has better springs and better upholstery.

You go less often to the battery service station, for the improved electrical unit saves battery wear.

You register satisfaction when you examine the improved top, for the fabric is more durable.

And the one that comes last but should not be least in these dollar-counting days is the delight in the value you receive.

For such improvements cost money and the price is only \$985 f. o. b. Detroit.

Post-war purchases for cash have saved you many a perfectly good dollar.

Maxwell Motor Sales Corporation

New York Branch, 1808 Broadway Corner 59th St., New York City

OPEN EVENINGS BRONX BRANCH, 175th Street and Grand Concourse



"Horse Sense"

Lconomy

Business men who carefully select a \$4,000 truck are "saving at the spigot and wasting at the bunghole" if they shoe it with so-called "inexpensive" tire equipment.

The "inexpensive" tire invariably develops into the most flagrant extravagance—as repair bills for broken mechanism will substantiate.

Quality insists on its own level.

That's why makers of trucks of high first cost-and low ultimate cost-either equip with or advise the equipment of their trucks with GOODRICH DE LUXE Truck Tires.

Because DE LUXE Tires conserve the "power plant" and load—and thus widen the truck range of service and economy.

Burly and slow-wearing, resilient and lively-they are the right complement to the high-priced truck, and a safeguard to the vehicle of lower first cost.

Mileage Adjustment 10,000 Miles

We sell and apply De Luxe Truck Tires

Akron Rubber Tire Co., 324 W. 52nd Street, 'Phone Columbus 2965.

> C. J. Dalton, 90th St. & 1st Ave. 'Phone Lenox 9380.

Douglas-Dean Co., 594 East 134th St. 'Phone Melrose 2730.

Schoonmaker Co., Inc., 89 Walker St. 'Phone Franklin 3218. Serber Rubber Co., Inc.,

451 W. 16th Street.

'Phone Farragut 7119.